

**Martell's
Brandies**
are known and asked for
all over the World
Sole Agents,
H. Price & Co.,
19 Queen's Rd., Central.
458

The China Mail.

ESTABLISHED 1845.

**D. C. L.
Old Tom Gin**
The most reliable
Gin on this market.
Sole Agents,
H. Price & Co.,
19 Queen's Rd., Central.
458

No. 12,966

號八十月十年四萬九千一英

HONGKONG, TUESDAY, OCTOBER 18, 1904.

日十月初九辰甲

PRICE, \$3.00 Per Month.

CHRISTMAS AND
NEW YEAR GIFTS
FOR HOME FRIENDS.

MACEWEN FRICKEL & CO.,

UNDERTAKE to Deliver Gifts, etc.
(Free of Charge to Consignees) in any
part of the World.

LAST SHIPPING DATES.
To England Nov. 8th
To France Nov. 15th
To Germany Nov. 9th
To Italy Nov. 9th
To United States via San Francisco Nov. 8th
To United States via Canal, Oct. 10th
To India Oct. 21st
To South Africa Oct. 21st
To Australia Oct. 21st
To Canada Nov. 8th

CHINA PARCEL EXPRESS.
Office 3, DODD STREET,
Hongkong, October 7, 1904. 1895

Intimations.
NOTICE OF REMOVAL.
MESSRS DRACON, LOOKER & CO. have REVOLVED their Offices
to PHINNEY'S BUILDING (Post Office),
No. 1, Des Voeux Road,
Hongkong, October 17, 1904. 1896

WANTED

EFFICIENT SHORTHAND WRITER
(Male or Female) with
Spec of Marshall's Room
Apply to
C. P.

Office of CHINA MAIL, 1895.
Hongkong, October 14, 1904. 1895

MINISTERING CHILDREN'S
LEAGUE.

A BAZAAR will be held on SATURDAY,
October 2nd, on the VOLUNTEER
PARADE GROUND, (Randy Lane) by
Major Pritchett and the Officers of Hong
kong Volunteer Corps, from 2 to 5 P.M.
Toboggan Slide, Dr. Morris' Entertainment
and Children's Play.

The proceeds will be given to the Victoria
Home and Orphanage, the School for Blind
Children, and other Charities.

Two Adults, 2 cents; Children 5 cents.

ADMISSION FREE.

Proceeds from sale of Major CAIRNHILL
and Officers' 11th Month's Laundry,
the Band will play during the afternoon.

NO CHITS TAKEN

Hongkong, October 14, 1904. 1895

NOTICE.

QUALIFIED LAND SURVEYOR well
equipped with FIELD and OFFICE
INSTRUMENT, seeks Temporary Employment
by month or Contract.

Address: — SURVEYOR,

Office of CHINA MAIL Office,

Hongkong, October 10, 1904. 1895

RE J. NE. LOSE HARMON
DECEASED.

ALL Persons having any Claims against
the Estate of JANET ROSE HAR-
MON, late of Oxford Court, Kennington,
London, Widow (formerly of Hongkong)
who died on the 26th August, 1904, are
requested to send particulars thereof to us
and all persons owing any money to the
said Estate are requested to pay the same
to us forthwith.

Dated the sixth day of September, 1904.

GEO. ARMSTRONG & SONS,
Solicitors,
NEWCASTLE UPON TYNE,
October 6, 1904. 1895

THE AMERICAN SYSTEM
OF
DENTISTRY.

DR. M. H. CHAUN,
37, Des Voeux Road Central, HONGKONG.
From the University of Pennsylvania,
U.S.A.
Hongkong, July 28, 1904. 1895

THE POPULAR
SCOTCH
IS
"BLACK & WHITE"



SCOTCH WHISKY DISTILLERS
By Appointment to

THE M. KING
and
HER. ED. PRINCE of WALES

Supplied at all the leading Hotels
and Stores, and to be obtained from LANE,
CRAWFORD & CO., Queen's Road,
Central.

Business Notices.

W. S. BAILEY & CO.,
SHIPBUILDERS, ENGINEERS,
BOILERMAKERS' BRASS & IRON FOUNDERS.

REPAIRS PROMPTLY ATTENDED TO.

COAST AND RIVER STEAMERS, WATER BOATS,
LIGHTERS, TUGS AND FAST STEAM LAUNCHES.

WORKS: KOWLOON BAY.
OFFICES AND SALES ROOMS: 20, CONNAUGHT ROAD.

PACKINGS, GENERAL STORES AND
ENGINEERS' TOOLS OF EVERY DESCRIPTION.

**HONGKONG, CANTON, MACAO
AND WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.
HONAM, 2,363 tons, Captain R. D. Thomas.
POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
FATSHAN, 9,260 tons, Captain W. A. Valentine.
HANKOW, 3,073 tons, Captain B. Branch.
KINSHAN, 2,860 tons, Captain J. J. Loesing.
Departure from HONGKONG to CANTON daily at 8 a.m. (Sunday Excepted), 8.30 p.m.
and 10 p.m. (Saturday Excepted).
Departure from CANTON to HONGKONG daily at 8 a.m., 2.30 p.m. and 5.30 p.m.
(Sunday excepted).

The Steamers, carrying His Majesty's Mails, are the largest and fastest on the
River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

Hongkong-Macao Line.

HUNGSHAN, 1,998 tons, Captain H. D. Jones.
Departure from HONGKONG to Macao in week days at 2 p.m.
Departure from Macao to HONGKONG daily at 8 a.m.

Canton-Macao Line.

LUNGSHAN, 219 tons, Captain T. Hanlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
about 7.30 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday
at about 7.30 a.m.

**JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGA-
TION COMPANY, LTD., AND THE Indo-CHINA STEAM NAVIGATION COMPANY, LTD.**

Canton-Wuchow Line.

SAIMAN, 588 tons, Captain J. Wilcox.
NANNING, 589 tons, Captain C. Burchett.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at about 8 a.m. Round trip take about five days. These vessels have Superior
Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

18 Black Buildings, Queen's Road Central, opp. site the Hongkong Hotel.
Or of BUTTERFIELD and SWINE,

Agents, CHINA NAVIGATION CO., LTD.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED,
10 MINUTES' WALK FROM POST OFFICE
SPECIAL TERMS FOR MONTHLY BOARDERS.

RATES MODERATE. 29, WYNDHAM STREET.

Hongkong, September 6, 1904. 1895

DR NEVELL WILSON,
DR WILLIAM DANIEL,
DENTISTS.

LATEST AMERICAN METHODS.

REASONABLE FEES.

NO CHARGE FOR EXAMINATIONS.

Office hours 8 A.M. to 1 P.M. and 3 to 5 P.M.

31 QUEEN'S ROAD CENTRAL
(First Floor, WATKINS BUILDING),

Hongkong, February 18, 1904. 2206

DR HARRY FONG,
AMERICAN TRAINED DENTIST.

ELECTRICAL and Latest Improved
Appliances.

41, QUEEN'S ROAD CENTRAL,
Entrance on Lee Yuen Street.

Hongkong, July 28, 1904. 1895

NOTICE.

I HEREBY BEG to INFORM
DRINKERS OF TANSAN that I
have CEASED to USE CORKS made by
the LONDON CROWN Cork Co., as they have
given me dissatisfaction. I am now using
a Cork which will keep the WATER in
EXCELLENT CONDITION and free from
ulcerations.

I. CLIFFORD-WILKINSON,
Kobe, Japan.

Solo Agents for Hongkong:
Messrs H. PRICE & CO.,

12, Queen's Road Central.

Hongkong, October 1, 1904. 1798

QUONG HING LUNG,

FIRST-CLASS
Tailor and Outfitter.

30 YEARS' EXPERIENCE IN U.S.A.

UP-TO-DATE CUTTER.

PERFECT FIT GUARANTEED.

FANCY GOODS DEALER.

PRICES VERY LOW.

No. 26, Queen's Road Central,

Hongkong.

Hongkong, September 14, 1904. 1895

LETTS'S DIARIES, 1905.

When you feel in
need of something
to refresh the body
and at the same
time nourish and
sustain—something
to make you strong,
hale and hearty—try
a cup of Bovril.

BOVRIL.

To be obtained at all the leading Hotels
and Stores, and to be obtained from LANE,
CRAWFORD & CO., Queen's Road,
Central.

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To be obtained at all the leading Hotels
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Central.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. ARE AGENTS FOR HOSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
24, QUEEN'S ROAD CENTRAL.

JAPAN COALS.

MITSUI BUSSAN KAISHA
(MITSUI & CO.)

HEAD OFFICE: 1, SHIBUA-CHO, TOKYO.
LOYD OWN BRANCH: 24, LIME STREET, E.C.
HONGKONG BRANCH: FRANCIS'S BUILDINGS, ICE HOUSE STREET, FIFTH FLOOR.

OTHER BRANCHES:
NEW YORK, SAN FRANCISCO, BOMBAY, SINGAPORE, MANILA, AMOY,
SHANGHAI, CHINCHING, TIENTSIN, NANKING, PORT ARTHUR, SOUL, CHENGDU, YOKOHAMA, NAGOYA, OSAKA, KOBE, MAIDURO, KURE, SHIMONOSEKI, MOJI, WAKAMATSU, KARATSU, NAGASAKI, KUCHINOSHIMA, SASO, MAIDURO, MIKI, HAKODATE, TAKAMATSU, KAGOSHIMA, NAGASAKI, KUJI, KIUCHI, and other
ports.

Telegraphic Address: 'MITSUI' (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ida Coal Mines.

AGENTS for Hakata, Honda, Kaneda, Fujinotani, Mameda, Mannoura,
Moura, Tsurumi, Nagaoka, Yashikawa, Yoshitani, Yoshio, Yonokibara, and other
mines.

S. MINAMI, Manager, Hongkong.

Hongkong, May 31, 1904.

111



Largest Sale in the World.

Intimations.

MITSUBISHI GOSHI-KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSU BISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.
NAGASAKI, MOJI, KOBE, KARATSU
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TAPE.
HONGKONG: H. U. JEFFRIES.
MANILA: COMPAGNA MARITIMA.
YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the
State Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of Takashima, Ochi, Shimone, Namegata and Kani-
Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large
scale the best Bunker Coal from 1905.

Sole Agents for Kigai, Komatsu (Tagawa) and Matsudaira Coal.

The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

Coal sold in 1903 by the Company
amounted to 1,210,000 tons.

TAKASHIMA COAL.

New and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical
steam Coal in the East is now produced in abundance and can be supplied in any
quantity.

Hongkong, April 25, 1904.

Intimations.



NOTICE.
IT IS HEREBY NOTIFIED that His
Excellency The Governor has given
direction, for the Rescission of the Pro-
clamation No. 4 of 1904, declaring Tsinan-fu
and Anping in Formosa to be ports or
places at which an Infectious or Contagious
Disease Prevails, and that the same is
hereby rescinded.

Colonial Secretary's Office,
Hongkong, October 15, 1904.

1870



GOVERNMENT NOTIFICATION.

IT IS HEREBY NOTIFIED that on
and after 30th October, 1904, the line
of 120° East Longitude will be adopted in
this Colony.

The effect of this will be that local time
will be advanced by 23' 15".

By Command,

F. H. MAY,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, October 15, 1904.

1872



SANITARY BOARD OFFICE,
HONGKONG.

TO THE
OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the
DOMESTIC CLEANLINESS and
VENTILATION BY-LAWS (an amended
every Domestic Building in part of
such building within the Central Division of
the City of Victoria and the Western Division
of Kau-ting occupied by members of more
than one family must be CLEANSED and
LIMEWASHED THROUGHOUT by the
Owner during the months of September
and October.

N.B.—The word 'throughout' used in
this notice means that the houses should be
Limewashed in respect of all the Walls of
each Room and Staircase—all mobile partitions—
State Ceilings and State Linings, all
Ceilings and the Undersides of Roofs, both
in Main Buildings, Offices and Servants
Quarters and Inclusive of Verandas.

The Backyard should have its Containing
Walls Limewashed up to the level of the
First Floor.

Cavels, Painted or Polished Woodwork
in good condition, however, need not be
Limewashed but must be Cleaned.

The Central Division of the City lies
between Gilman Street and Peel Street on
the East and Tank Lane and Cleverley
Street on the West. Kau-ting is divided
into the Eastern and the Western Divisions
by Robinson Road and a straight-line
drawn from the north end thereof through
the Yau-tai Reservoir to the northern
boundary of Kau-ting.

THOS. A. HANMER,
Secretary.

Dated this 7th day of October, 1904.

1886

UNION INSURANCE SOCIETY OF
CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the
THIRTY-FIRST ORDINARY
YEARLY MEETING of the Society
will be held at its HEAD OFFICE,
No. 1, QUEEN'S BUILDINGS, HONGKONG, on
THURSDAY, the 20th OCTOBER, 1904,
at NOON, for the purpose of receiving the
Report of the Directors, together with
Statement of Accounts for the year 1903,
and for the half-year ending 30th June,
1904, and of Declaring Dividends, etc.

The TRANSFER BOOKS of the Society
will be CLOSED from the 10th October to
the 20th October, both days inclusive.

By Order of the Board,

C. MONTAGUE EDE,
Acting Secretary.

Hongkong, September 21, 1904.

1715

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-THIRD ORDINARY
GENERAL MEETING of SHARE-
HOLDERS will be held at the OFFICE of
the UNDERWRITER at 12 o'clock (NOON), on
FRIDAY, the 21st OCTOBER.

The TRANSFER BOOKS of the Company
will be CLOSED from the 7th to the
21st October, both days inclusive.

For particulars, apply to

A. S. WATSON & CO., Limited.

Hongkong, June 16, 1904.

1787

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRA BUILDINGS.

Apply to SECRETARY.

A. S. WATSON & CO., Limited.

Hongkong, June 16, 1904.

1787

TO LET.

IN ELGIN ROAD, KOWLOON, Close to
Ferry, Residential Flats with Two
ROOMS and BATHROOM and KITCHEN
attached.

Also

No. 5, D'AGUILAR STREET, HONG-
KONG, 1st FLOOR. Rents very Moderate.

For particulars, apply to

H. RUTTONJEE,
No. 5, D'Agulier Street,

and
38 to 38, Elgin Rd., Kowloon.

Hongkong, September 19, 1904.

1790

TO LET.

SPACIOUS GODOWN, No. 108, PHRAYA
EAST.

Apply to SECRETARY.

A. S. WATSON & CO., Limited.

Hongkong, September 24, 1904.

1748

TO LET.

HUMPHREYS' ESTATE & FINANCE
CO., LTD.

TO LET.

IN KNOTSFORD TERRACE, Two Well
Furnished Front BEDROOMS; with
Board.

Apply to M. E.

Care of 'CHINA MAIL' Office.

Hongkong, October 1, 1904.

1789

TO LET.

THREE FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession
on or about 31st August, 1905.

Moderate RENTAL.

Apply to HUMPHREYS' ESTATE & FINANCE
CO., LTD.

Hongkong, October 5, 1904.

1787

TO LET.

APPLY FOR

THIS ANGLO-AMERICAN STORE'S
LATEST PRICE LIST OF GROCERIES,
etc., etc., etc.

Hongkong, 1, Wellington Street.

Kowloon, 63 & 64, Elgin Road.

Hongkong, September 17, 1904.

697

BOARD AND RESIDENCE.

KILLADOOON.

ON North Spur of MORRISON HILL,
151, WANCHAI ROAD.—Light

Airy and Well-furnished Double and Single
Rooms with full view of the Harbour.
With or without board.

For Terms, apply on the Premises, to

Mrs. C. S. WEBB.

Hongkong, July 20, 1904.

1331

TO LET.

THE GOURREPORE CO., LTD.,
CALCUTTA.

Contractors to the Military and
Public Works Departments, State Railways, and all
Large Consumers.

throughout India, the Colonies,
and the Colonies.

W. R. LOXLEY & CO.,
Side Agents, Hongkong.

Cable Address: Loxley, Hongkong.

Hongkong, July 22, 1904.

1518

PURE LINSEED OIL

Awarded Bronze Medal at the Paris
Exhibition, 1900.

Gold Medal at the Indian Industrial
Exhibition, 1888, 1900 & 1901.

MANUFACTURED BY

THE GOURREPORE CO., LTD.,

ness, in their range, grace, and versatility almost as miraculous as the suspension of natural laws. What the Bacoons forgot is that, even in its less extraordinary manifestations, there is no analogy between genius and talent. That a lad of seventeen, without education and in absolute solitude, should have produced the Rowley Forgeries; that a Scotch peasant, with Nature only as his teacher, should have produced what is most exquisite in the poetry of Burns, are equally beyond the range of possibility under normal conditions.—*The Literary Digest*.

FROM PANTRY-KEEPER TO MILLIONAIRE.

Rise of an Australian Woman.

Vancouver, B.C., August 15.—An extraordinary story of the rise of an Australian woman from pantry-keeper to millionaire is given in full in the Seattle press. It relates that Mr. Metz Dixon, formerly keeper of the pantry at the Hotel Washington in that city, and later in charge of the Tacoma branch of McCoy's Seattle flower shop, changed from a £12 a month assistant to an heiress. After working hard on small wages for 10 years, the Seattle press states that Mrs. Dixon, now past 50, could buy out most of the wealthiest citizens of the Washington State City. "She has money, estates, hotels, and great stone buildings, until she has been compelled to hire a retinue of lawyers to look after her property, is the highly colored way one yellow paper puts it. It goes on:—

The story is a strange one. When Mrs. Dixon was 18 she lived in New Zealand, and married a poor man. This act so enraged her only living relative, a brother in Australia, that he disowned her. (Curiously enough, the papers do not mention his name.) After being turned from his door she went to Melbourne, and worked there to support herself for nearly 30 years, her husband having died within a year of the marriage. Life went hardly with her, and she came to Seattle, landing on this side of the Pacific in an almost destitute condition. This was little more than a year ago. A month or two back she learned of the death of her brother. He died as he lived, a bachelor, and almost to the last remained a grasping, money-loving man. He did not make his will till his fingers were almost too weak to hold the pen. Then some idea of the hardness he had imposed upon his sister seemed to come up on him.

In the will he humbly sued for pardon, and, as if to make amends for his past bitterness, he left her everything he had in the world. It is known that he left £30,000 in life insurance, £35,000 in money, two gold mines, one big coal mine, three hotels—one in Melbourne and two in Sydney—and a stone building in Melbourne recently erected at a cost of £200,000. He also was largely interested in the Melbourne race track. Mrs. Dixon is of striking beauty, made so by her brilliant eyes and her wealth of pure white hair—white ever since she was left a girl widow.

The story sounds peculiar, but it was published with great circumstance in Seattle, under a big heading. "From Pantry-keeper to Millionaire." It is given for what it is worth.—*The World's News*.

The bark of a tree which grows in the Malabar Islands yields a blue soap.

The blood of an owl injected into the vein of a man acts as a deadly poison.

THOUGHT SHE'D GO MAD.

BUREAU OF HEADACHE, DIZZINESS, AND INNOMINA.

NOW CURED BY BILE BEANS.

THE trying conditions under which people in hot countries live put a heavy strain upon the delicate organs of the human system, from the derangement which arises many of the most troublesome ailments to which mankind is heir. For this reason Dr. Ford's Bile Beans are locally a great boon. There is no medicine in existence that can at all compare with Bile Beans as a tonic and restorative of the liver and digestive organs and that explains why they are now recognized throughout the civilized world as an absolutely perfect remedy for the painful ailments arising from the defective action of these organs. Mrs. H. A. Quinell of 88, Goods Street, Road, Tunbridge Wells, Kent, England, speaking to a newspaper reporter who interviewed her said:—"Every morning when I got up I used to have awful pains in the back, between the shoulders, across the top and through the back of my head. I could hardly see and became so dizzy that I actually felt afraid to come downstairs. The pain used to remain all day and by night I would be quite worn out and helpless. As for getting any sleep, it was often quite out of the question. I wonder I did not go out of my mind. I often thought I should do so and many times my sufferings were so great that I could have done away with myself."

"I was attended by doctors on and off for the full 15 years of my illness and had so many that I cannot remember them all. I tried all sorts of medicines without result. I was also an outpatient for several months at a Homoeopathic Hospital, but derived no benefit whatever from the treatment. One day about a year ago a pamphlet was left in our letter box which contained an account of a case precisely like mine that Bile Beans had cured, so I decided to try them at once. There was obvious improvement, almost from the first. This encouraged me to continue with the course until I was at length completely cured."

Charles Ford's Bile Beans for Biliousness are a cure for indigestion, anæmia, weakness, female ailments, heat, fever, malaria, neuritis, rheumatism, debility, palpitation, pain in the back, piles, constipation, sleeplessness, loss of appetite, liver complaint, headache, flatulence, pimples, skin eruptions, and all ailments having a common origin in impurity of blood, a general derangement of the system and loss of vital force.

Of all chemists and medicine vendors.

Price 75 cents (Max.) per bottle.

CARBONIC ACID
in iron drums

ALWAYS IN STOCK AT MODERATE PRICES.

Special Arrangements for Season-Contracts.
GROSSMANN & Co.

DINNEFORDS

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Safest and most Gentle Medicine for Infants, Children, Delicate Females, and the Sicknes of Pregnancy.

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The Universal Remedy for Acidity of the Stomach, Headache, Heartburn, Indigestion, Sour Eructations, Bilious Affections.

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THE LILLIPUTIANS.

"The Belle of New York."

It is a good number of years now since the original company of Pollard's Lilliputians played in Hongkong, but although all of that troupe of midget Thespians are now amongst the grown up successors have never allowed the excellent reputation they secured to become jeopardised. Periodically the Company has returned to Australia to rest. Those who had grown beyond the Lilliputian standard of age and height were forced to give way to other dots, and in the selection of new people only those were taken who were clever and apt. To gaze at the company who opened in Hongkong last night in "The Belle of New York" one cannot refrain from marvelling. When they first appear on the stage their diminutive figures impress one, but as the night grows on their size is lost sight of and unconsciously the audience invests them with an adult importance. The merit of their work is so great that the audience is worked up to a high pitch of enthusiasm before they are aware of it and applause of a most vociferous nature is evoked.

Last night the theatre echoed with applause from the rise of the curtain to its fall, and it was deserved. The children entered into their work as if to the manner born. They were vivacious and sparkling. Their songs and choruses were sung with a tone and expression seldom found in troops of adults, and their dancing was always captivating. In the opening scene where Harry Bronson, a young spendthrift, was the centre of a number of roisterers in evening dress the acting was particularly good, the company mimicing the drunken half-sippy men to a nicety. In the role of Harry Bronson Miss Tottie Brown acted with a presence and assurance that was really clever, and her singing of "When a man is Twenty-one," was excellent.

Throughout she had many opportunities to do good work and she seized everyone of them. In fact that was noticeable with the whole company. What they had to do they did with all their little hearts and souls. Miss Daphne Pollard, as Cora Angelique (queen of comic opera) was superb, her love scenes with Harry Bronson and her pique and anger at being jilted by him being studies. Little Daphne has the advantage of a strong voice, a good stage presence and a unique little trick of swishing her long skirt that is charming to behold. Miss Olive Moore, who took the part of Fifi Fricot, touched the heart of her large audience by her pretty singing of "Teach me how to kiss," and her subsequent acting. She was another lover of Harry Bronson and the manner in which she displayed her fidelity and her disappointment at being cast aside was realistic. Miss Eva Moore was in the title role and as demure Violet Grey, the pretty Salvation Army lass, who was a great success. Her singing was tasty and her delineation of the character was an accomplishment worthy of a much older person. These little ladies were well supported by others whose minor roles were filled with spirit. There was Miss Merle Pollard in the double character of a music hall dancer and a Poll street girl of the "Ariette" type; Miss Lily Brill as a person; Misses May Martin, Leah Leichner, Ada Heints, Irene Falls, Myra Finlay, and Irene Finlay in different parts, all of whom entered into their respective business with thorough abandon. Then there were the boys. Amongst them Jack Pollard stood out in the front rank. He was Ichabod Bronson, President of the Young Men's Rescue League and Anti-Gambling Society of Cohoes, and made a better comedian than many adult professionals who have appeared in the same character. His acting was natural and clever, his singing of "From Far Cohoes" and other songs excellent, and he caused endless merriment. Another smart performance was that of Master Teddy McNamara, who in his Bowery dance and song with his "donah" Merle Pollard brought down the house. Master W. Thomas as the polite lunatic was also good, and others worthy of special mention are Masters Fred Pollard, Oscar Heintz, Harold Frazer, Roy Smith, and Walter Denver. The famous twins Count Patsi Ratattoo and Count Ratti Ratattoo were represented by two mites, Johnny and Fred Heints and they created shrills and laughter by their funny little antics.

All through the singing was uniformly excellent and encored, vociferously demanded. Fred Pollard in his flag song evoked a storm of applause, and little Olive Moore was awarded a double encore for her singing with Dot. Brown. "When we are married" Olive also scored a success in her song "The Gay Parrotine." "The Belle of New York" and "Little Sister Kissed" by Teddy McNamara and Miss Merle Pollard. "Meet me on the beach at Narragansett" by Jack Pollard; "The Purity Brigade," "Follow on," and "Mamella, Bomba" by Eva Moore, and other songs were all encored. The pretty choruses with which the piece abounds went beautifully and that of the Purity Brigade deserves special mention. The scene on the lawn of the Casino, Narragansett Pier was extremely pretty, and the dancing, the effect of which was enhanced by coloured lights, was charming. Misses Ada and Gladys Heints gave a particularly good dance in this scene and were warmly applauded.

The scenery and the dressing of the piece was effective to degree, and taken all round the performance was one of the best that has been seen in the Colony. A good orchestra provided good music, and the players provided good entertainment. Nothing more is wanted to reward bumptious house and that is what the Lilliputian Company taken on its merits, and out of no sympathy for the juvenility of the performers deserves.

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The scene and the dressing of the piece was effective to degree, and taken all round the performance was one of the best that has been seen in the Colony. A good orchestra provided good music, and the players provided good entertainment. Nothing more is wanted to reward bumptious house and that is what the Lilliputian Company taken on its merits, and out of no sympathy for the juvenility of the performers deserves.

THE CHINA MAIL.

TUESDAY, OCTOBER 18, 1904.

ZONE TIME.

To Be Adopted in Hongkong.
The following correspondence has been handed us by the Secretary of the Chamber of Commerce:—

From the Colonial Secretary to the Secretary of the Chamber of Commerce:—
Sir, I am directed to forward for the information of your Committee a Memorandum by Mr. Tyler, the Coast Inspector of the Imperial Maritime Customs, on the desirability of adopting Zone time in this Colony.

I also transmit a copy of a report by the Harbour Master on the subject and to state that the Officer Administering the Government would be glad to be informed of the views of your Committee in this matter.

HONGKONG ON THE DESIRABILITY OF ADOPTING ZONE TIME.

Quietly and without any public notification a standard time has been adopted in the Eastern part of China, and is now in use from Newchwang and Swatow, up the Yangtze as far as Hankow, and at Wuhai-wei and Taiping.

In addition Zone time is in Japan and in the Philippines.

A great and important progressive movement has thus been inaugurated in the Far East.

Introduced now, when railway development in China is in its infancy, none of the usual inconveniences connected with the initiation of its introduction are felt.

Put off until different railway systems were running with traffic tables adjusted to local time, the difficulties in the way of obtaining the necessary co-operation for its introduction would be immense.

Now in the future expansion of this system a check exists. Zone time is in use as far South as Swatow. But at Canton and the West River Ports it has not yet been introduced owing to the interposition of Hongkong. It is seen that considerable inconvenience would occur were an attempt made to establish a standard time in this part of China except it was done in co-operation with Macao and Macao.

Until these ports agree to the adoption of Zone time an obstacle exists in the way of the further expansion of the system of China.

This check has more than a local effect. For until the Western limit of the coast, as the 8 hour Zone is decided on (and it is possible to Hulow and Pakhoi though strictly outside the Zone, may for practical purposes be included) it is impossible to take any steps towards establishing boundary North and South between the 7 and 7 hour Zones. W. F. P.

Inspector.

Canton, 22nd, June, 1904.

HONGKONG MARITIME MASTERY.

Sister as Hongkong is concerned such a change would, so far as I can see, be of no advantage. We should, I take, benefit Canton if she is dependent upon us for making a change due to her railway expansion; it seems to me purely a matter for China. In our own consideration we are essentially a shipping Port and Zong time is not popular with navigators. On the whole I should say that the change should not be contemplated without more reason than is at present apparent.

It might be made on the subject of an interchange of an opinion with Macao and also our Chamber of Commerce. My own view is that there would seem to be no necessity for the change.

L. B. L., Harbour Master.

27th June, 1904.

From the Hongkong General Chamber of Commerce, (11th August,) to the Colonial Secretary:—

Sir, I have the honour to acknowledge the receipt of your confidential communication dated 29th June, last (No. 6015/04/C. S. O.) relative to the question of instituting Zone time in this Colony.

The Committee have given this matter serious attention and they are unable to see any reasonable grounds for disputing the proposition as put forward by Mr. W. F. Tyler, Coast Inspector of the Imperial Maritime Customs, in his Memorandum on the subject, which forms the enclosure to your letter. From the minute of the Honourable the Harbour Master it would appear that no advantage to Hongkong would be gained by the change at present, and, at first sight, the Committee were rather inclined to hold similar views, but further consideration convinced them that the inauguration here of 8 hour Zone time would not only cause no inconvenience but would prove rather an advantage than otherwise. On the other hand, great inconvenience will result, not only to China, but to the Colony, if the change is not made before Hongkong is linked with the various railway systems now extending over China.

Local time being in force here, the only change necessary would be to put clocks on 23 minutes, or thereabouts, on the appointed day. A slight advantage would be gained by the business community through the fact of the working day starting earlier and closing correspondingly sooner than now, thereby giving 23 minutes more daylight after the usual closing hour of 6 o'clock at present.

The Committee are unable to find any likelihood of complaint from the navigators using the port and indeed they are of opinion that they would welcome the change for the reason that it would simplify their calculations. It is plainly much easier for them to deduct 8 hours from the observed time of the falling ball of the local Observatory than, as at present, the regulation figures representing hours, minutes, seconds and decimals of seconds in order to ascertain the errors of their chronometers. This may not appear to be a great advantage, but it is the sum total of such small matters which secure the safety of navigation, and an avoidance of a possible source of error should not be passed over lightly.

That Zone time has been successfully introduced by the Imperial Maritime Customs in the ports of China north of Hongkong, and even up the Yangtze as far as Hankow, without exciting adverse criticism and practically without reference in the local papers, is a great achievement, and augurs well for its easy adoption in Hongkong. In does not therefore seem desirable to support a scheme which practically starts in motion Greenwich time throughout the Chinese Empire.

His Excellency is aware Zone time is not a new idea. It has been found necessary to adopt it in countries such as Canada, Australia and United States of America, which have great trans-continental lines of railway, as it was found impossible to properly regulate the branch line connections unless some easily calculated system of hours or a hourly zone divided these countries. The Philippine Islands have also adopted 8 hour Zone time as proposed for Hongkong.

In view of the great extension of railways in the Empire of China which will undoubtedly take place in the near future, it is obvious that some such system as Zone time will presently become imperative. My Committee therefore endorse the view expressed by the Chinese Imperial Maritime Customs Officials that this change should be made, how rather than at a later date when the various railways are completed.

The fact that these systems are being developed by so many different syndicates embracing so many different national inter-

ests adds weight to the request that the change in official time should be made before, rather than after, the railways are completed.

From its geographical position China lends itself very readily to a Zone system of 7 hours in the Western portion and 8 hours in the Eastern.

The 8 hours Zone East of Greenwich would be between 1124 to 1237, therefore the next hour Zone could well be made to embrace the whole of China eastward of say Hankow on the Yangtze, and Canton on the Chukiang. Thus not only would the main railway systems in China be on the official time of 8 hours east of Greenwich but also the treaty ports at which the main coasting river trade is conducted, as well as those ports at which Ocean going vessels call.

The nature of the Yangtze and West Rivers is such that steamers proceeding up river beyond Hankow and Canton respectively have to be especially constructed for the purpose and therefore will not have to run from the Eastern into the Western Zone time.

The question as to the time to be adopted, at the two western treaty ports viz., Pakhoi and Hulow is a matter of comparatively small importance to the trade of this Colony, and might well be left to the decision of the Imperial Maritime Customs.

The Committee of this Chamber are unable to endorse the statement made that Zone time is unpopular with navigators; so far as their information goes this is certainly not the case—rather the reverse as it involves an alteration of time between ports.

It might be of interest were I to add that the Foreign Telegraph Companies have already adopted a universal official time in their stations in China and Hongkong.

The Harbour Master suggests, that the Macao Government should be consulted and doubtless they would like to be. My Committee have little hesitation in thinking that they will readily see advantages in agreeing to the change, more particularly as the owners of the projected Macao-Canton railway will be anxious to take advantage of any scheme which will tend to render easy the connection of their Railway with the trunk lines running into Canton.

In conclusion I am to point out that as the only argument to be brought against the scheme is that it is a change from the existing order of things and the advantages in favour of its adoption by Hongkong are very real, the Committee trust His Excellency the Governor will readily give his consent to the proposed change of time being officially adopted in the Colony.

From the Colonial Secretary's Office, (24th August,) to Chamber of Commerce:—

Sir, I am directed to thank you for your full and interesting letter of the 11th instant on the subject of Zone time and to inform you that His Excellency the Governor, who is in favour of adopting Zone time for Hongkong, has addressed the Governor of Macao and the Secretary of State on the subject.

From Colonial Secretary's Office, (27th September,) to Secretary of Chamber of Commerce:—

Sir, With reference to my letter of the 24th August I am directed to inform you that the Secretary of State for the Colonies has approved of the adoption of the time of 120° East Longitude for Hongkong and that the Governor of Macao has stated that the adoption of the same time for that Colony would not be inconvenient.

I am now to inquire whether the Committee of the Chamber of Commerce, have any suggestion to make as to the date upon which the time of the 120° East Longitude should be advanced by the 23 minutes and 18 seconds necessary to affect the change.

From Secretary of Chamber of Commerce, (11th October) to Colonial Secretary:—

Sir, I am directed to acknowledge the receipt of your letter of 27th ultimo (No. 7748/49/C.O.D.) notifying this Chamber that the proposal to adopt Zone Time has been approved of by the Secretary of State for the Colonies and I am requested to thank you for your courtesy in asking the opinion of my Committee as to the date when the change in time should be made in this Colony.

The Committee have given this matter serious attention and they are unable to see any reasonable grounds for disputing the proposition as put forward by Mr. W. F. Tyler, Coast Inspector of the Imperial Maritime Customs, in his Memorandum on the subject, which forms the enclosure to your letter. From the minute of the Honourable the Harbour Master it would appear that no advantage to Hongkong would be gained by the change at present, and, at first sight, the Committee were rather inclined to hold similar views, but further consideration convinced them that the inauguration here of 8 hour Zone time would not only cause no inconvenience but would prove rather an advantage than otherwise. On the other hand, great inconvenience will result, not only to China, but to the Colony, if the change is not made before Hongkong is linked with the various railway systems now extending over China.

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His Excellency is aware Zone time is not a new idea. It has been found necessary to adopt it in countries such as Canada, Australia and United States of America, which have great trans-continental lines of railway, as it was found impossible to properly regulate the branch line connections unless some easily calculated system of hours or a hourly zone divided these countries. The Philippine Islands have also adopted 8 hour Zone time as proposed for Hongkong.

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The fact that these systems are being developed by so many different syndicates embracing so many different national inter-

EPOCHS OF CHINESE HISTORY.

The Chow Dynasty
(B.C. 1122-255.)

The period during which the Emperors of the kingdom of Chow reigned, or pretended to reign, over the other states of China, embraced more years than the whole of English history since William the Conqueror landed in England. It cannot, therefore, be compressed into one paper. I must content myself with the salient facts down to the birth of Confucius (B.C. 551). No period of Chinese history is more celebrated than the founding of the dynasty, chiefly because of the high character of its leading men, who were regarded by Confucius as the impersonation of everything wise and noble! The first decades are regarded as the Golden age of China: the middle years as the Diamond age, because the ages lived and flourished then; her classics took their present shape, and began to exert their marvellous influence over scholars, which has continued unabated till recent years. This influence has been seriously challenged during the last few years.

Notwithstanding this the dynasty covers a period of turbulent disorder. It was an age of intrigue and war; of iron and blood. The condition of China then may be compared, somewhat loosely, to the Hepharchy in Britain, except that the state of Chow was assumed to be imperial, and was expected to exercise an authority, more or less real, over all the other kingdoms. China was at that time composed of about twenty states, which differed in extent and power, according to the ability and determination of the Dukes who ruled over them. On this account the weaker ones were often compelled to bear intolerable burdens, for, not infrequently, whilst they were expected to pay tribute to Imperial Chow, they were molested by their products by more powerful states nearer home. If any one will read the Spring and Autumn annals of Confucius, which cover much of this period, he will discover that the reigning Duke, under the surveillance of Chow did little else than form leagues to stave off their less fortunate neighbours, and, when their ends were served, break these covenants with as little regard for their word as for a worn out shoe. The imperial power was powerless to prevent this. Dr. Martin tells us that when slavery was rampant on the East coast of Africa, no three men could be induced to make a journey together, for it was feared that before the journey closed, two would join, size, and sell the third. Such suspicions of each other inspired the actions of the reigning Dukes, and treachery as great characterized their actions. Yet, because of its duration, the ability of its leading statesmen, the life and work of Confucius and his prominent disciples, and the permanent influence of the classics, all with one acclaim, extol this dynasty as the noblest of them all. Wu Wong, its founder, rises before us as a truly great and wise leader. His rule was characterized by unswerving righteousness; his projects were carried out with untiring perseverance; his attitude towards the common people was prompted by profound reverence. An act, which was indicative of his character, endeared him to his subjects. The many oxen that he had used in the campaign against Chow Sin, he divided amongst the farmers to assist them in their farms. Being convinced that moral precepts, if brought continually before the mind, would tend to stimulate virtue, he commanded that these should be inscribed on the various articles of furniture, and other implements, which were in daily use. This usage has continued to this day, though the beneficial influence thereon seems to be small. Wu Wong was tenacious towards the remaining supporters of the old dynasty. He appointed the Viscount of Wei to be governor of Korea, who should thereby entertain a friendly relationship towards the new sovereign, whom he could not serve, because he had vowed never to take office under the new dynasty. Korea was outside the recognised limits of China. There, he was able to worship the spirits of his house, cherish the memory of the good, and yet maintain his own rank without offence to any.

An incident which every Chinese can quote, arose out of a dangerous sickness by which Wu Wong was smitten. His brother, the Duke of Chow, fearing lest death should deprive the young dynasty of a head, and, therefore, threatened it with collapse, erected three altars, worshipped heaven thereon, and offered his own life, if one were needed, in lieu of that of his brother. This remarkable prayer was written out and placed in a copper-bound box, which contained important state documents. We shall refer to this again. The Emperor recovered, and lived five years. We may assume, once more, that he was relieved upon that, some of his success at least, resulted, from his powerful physique, for he reached the age of ninety three before he died. His son succeeded him in his stead. His son ascended the throne at the age of thirteen, and chose his as his style, Cheng, which means the Perfect one. His uncle, the Duke of Chow, still guided the destinies of the dynasty. The Duke regarded the person of the Emperor with great reverence, and sought an expedition by which to instruct him. The Duke had a son, who would succeed him in his own dukedom, and, therefore, lectured his son in the presence of the Emperor, hoping that the instructions given to the former would be remembered by the latter. When the Emperor committed an offence worthy of chastisement, the Duke whipped his own son. This scheme was no doubt distasteful to the young man, but was successful. The tendency to gossiping and backbiting, then, as now, was prevalent in China, and whispers reached the ears of Cheng, who, in his own responsibility, that his uncle was plotting against him. Mean-while, the Duke was engaged on the far off frontier suppressing a local rebellion. We are told that a terrible storm raged and did immense damage, so that the Emperor was distressed, and, with his courtiers, went to consult the documents in the copper-bound chest. Almost the first that met his gaze was the famous prayer of his uncle, in which he offered his life for the then Emperor. Humbled, as he remembered his uncle's suspicion, he awaited the Duke's return from his campaign, and received him with great honours, and effected a thorough reconciliation. The Duke soon after passed away, full of years.

Notwithstanding the high hopes that have been entertained in shipping circles for some time past as to the outcome of the attempt to save the wrecked steamer *Baron Gordon*, the task has proved an impossible one. The weather conditions at Bombay Shoal were not as favourable as was anticipated locally, owing to the strong N.E. monsoon and a strong sea running during the whole of the time that the *Baron Gordon* was in the vicinity of the wreck. This hampered operations that the *Baron Gordon* had to be anchored at a considerable distance from the wreck which was only reached in a small boat after the wreck had been smashed almost as soon as the salvors reached the steamer. The rest of the party did not get aboard until a day later. Two days were spent on board and an attempt was made to dynamite some of the rocks away but Mr. Jameson, after making a careful survey of the ship's hull, came to the conclusion that it was of no use to go on with the work. The ship's bottom was a wooden hull, with iron upper works and was barque-rigged. She was, until recently, used as a guard ship at Saigon but has now been dismantled.

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ests adds weight to the request that the change in official time should be made before, rather than after, the railways are completed.

We are told that during this reign copper cash were first minted. Hitherto, gold coin only had been in circulation. One is surprised that, if gold coins were in use so long ago, only copper cash have been in circulation till within the last decade. However, it is not our purpose to criticize, but to condense the most important events, which Chinese historians have believed and recorded. Cheng reigned thirty seven years and certainly enjoyed his title, for perhaps no Emperor ever enjoyed so happy, peaceful and prosperous reign.

Mary and Joan is getting a foul bottom from having her muddocks down so long.

The new cutter rigged boat of Messrs Pye and Ough with long counter and straight stem looks rather "tubby" I suppose because we are so used to long overhangs forward as well as aft. I hear that she gripped in the wind so badly in her trial trip that her whole sail plan had to be altered.

The enterprising owner of the slipway, Ah King, has unshipped his quee and waste foreign rig and golf cap. I wonder what is in the wind now? Meanwhile I'll keep my weather eye open and send you some more notes next week.

CRUSHER.

of some good "bares" by her owner and friends who are lucky enough to get away on Fridays for their week ends.

Snipe—or as she is named on both bows and life buoys. The Snipe is too recently launched to require any comment, except that she can show a clean stern to Australia in winds up to force 4 and 5, and the latter is not a slow boat.

Tury, a new boat fitted to slip a motor engine later on, built for some naval men in H. M. S. *Tarantula*. I haven't seen her way yet, but her rather bluff bows give an idea of plough driving in a seaway.

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TIME TABLE

WEEK DAYS.
(On and after 1st October, 1904.)
8.45 a.m. to 7.00 a.m. Every 15 minutes.
7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.
8.45 p.m. and 9 p.m., 9.45 p.m. Every 15 minutes, every half hour.

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JOHN D. HUMPHREYS & SON,
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Hongkong, September 30, 1904. 1041

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Manager.

Hongkong, April 13, 1904. 140

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III.—Life & Annuity Funds 13,164,188 16 7
£16,893,850 8 10

Revenue Fire Branch... 1,935,128 0 0
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Hongkong, June 18, 1904. 1537

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ASSETS, GOLD... \$5,858,820 37
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FIRE BRANCH.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Fire Risks at Current Rates.

CHARLES R. SCOTT,
Manager.
Hongkong, July 26, 1904. 161

SHEWAN, TOME'S & CO.

Hongkong, March 23, 1904. 562

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Hongkong, April 28, 1904. 1412

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J. R. M. SMITH,
Chief Manager.

Hongkong, July 21, 1904. 66

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plication.

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For the Hongkong and Shanghai Banking Corporation,

J. R. M. SMITH,
Chief Manager.

Hongkong, May 1, 1904. 1517

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S. SHIGENAGA,
Manager.

Hongkong, February 2, 1904. 216

CHINA MAIL Office

5, WYNDHAM STREET.

HONGKONG.

Banks.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS:

GOLD \$7,892,173.31... about \$1,640,000.

PAID-UP CAPITAL... 2,750,000

II.—Fire Funds 3,065,961 12 3

III.—Life & Annuity Funds 13,164,188 16 7

\$16,893,850 8 10

Revenue Fire Branch... 1,935,128 0 0

" Life & Annuity 1,615,755 11 9

Branches... 23,560,883 11 9

The Accumulated Funds of the Fire and Life Departments are free from liability in respect of each other.

Hongkong, June 18, 1904. 1537

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SHIPPING.

ARRIVALS.

October 17.
Sylaflop, Dutch str., 2,475, H. Koops, Master, October 9, General—HOLLAND-CHINA TRADING CO.

Oslova, German str., 1,055, T. Spiesen, Bangkok, October 5, Rice—BUTTERFIELD & SWINE.

October 18.
Tartar, British str., 2,763, F. W. Evans, R.N., Vancouver Sept. 15, and Shanghai October 10, General—C. P. R. Co.

Achilles, British steamer, 4,483, O. P. William, Shanghai October 10, General—BUTTERFIELD & SWINE.

Louise, German str., 1,020, G. Schultzen, Bangkok and Swatow October 17, Rice—BUTTERFIELD & SWINE.

Peluchet, German steamer, 1,373, G. Hillmann, Bangkok via Koh si-chang Oct. 11, Rice and Wool—BUTTERFIELD & SWINE.

Dagmar, German steamer, 921, C. Wolff, Bangkok Oct. 11, Rice—BUTTERFIELD & SWINE.

Forest Dale, British str., 2,281, H. Nall, Miji October 12, Coal—BRADLEY & CO.

Yawata Maru, Japanese str., 2,366, A. E. Blower, Yokohama via Port October 8, Rice, Japanese Ware and General—NIKKO YOUNK KANNA.

Stettin, British str., 1,386, J. E. Farrel, Amy Oct. 16, General—O. S. N. CO.

Salazar, for Europe, A. L. LEITCHING, for Singapore.

Misita, for Tsuruoka.

Guia, for Saigon.

Tamia, for Manila.

Lyra, for Manila.

Wadding, for Tokio.

Kentmere, for Baltimore.

Hawson, for Swatow.

CLYDE.

Cheska, for Swatow.

Providence, for Aping.

Suecia, for Singapore and Hong Kong.

Stettin, for Singapore.

Jacob Hederichsen, F. W. C. Signal, for Aping.

Hongkong, for Aping.

London, for Aping.

DEPARTURES.

Oct. 18.

Sabah, for Europe, A. L. LEITCHING.

Lightning, for Singapore.

Misita, for Tsuruoka.

Guia, for Saigon.

Tamia, for Manila.

Lyra, for Manila.

Wadding, for Tokio.

Kentmere, for Baltimore.

Hawson, for Swatow.

CLYDE.

Cheska, for Swatow.

Providence, for Aping.

Suecia, for Singapore and Hong Kong.

Stettin, for Singapore.

Jacob Hederichsen, F. W. C. Signal, for Aping.

Hongkong, for Aping.

London, for Aping.

POST OFFICE NOTICES.

Mails will close:

For MACAO—Per Hinshen, at 7 a.m., on Wednesday the 19th October.

For CANTON—Per Fatshan, at 7:30 a.m., on Wednesday, the 19th October.

For HAIPHONG—Per Hinshen, at 8 a.m., on Wednesday, the 19th October.

For HONG-KAY—Per Tyr, at 10 a.m., on Wednesday, the 19th October.

For KWONG-CHOW-WAN—Per Kongwan, at 10 a.m., on Wednesday, the 19th October.

For MACAO—Per Hinshen, at 1:15 p.m., on Wednesday, the 19th October.

For KORE—Per Hinshen, at 4 p.m., on Wednesday, the 19th October.

For SWATOW, AMOY & TAMSUI—Per Thales, at 5 p.m., on Wednesday, the 19th October.

For KONGMOON, YUMOUIK, SAM-SHUI, SJIUHUNG, TAKHUNG & WUCHOW—Per Linton, at 6 p.m., on Wednesday, the 19th October.

For CANTON—Per Hinshen, at 5 p.m., on Wednesday, the 19th October.

For BANGKOK—Per Kongwan, at 9 a.m., on Thursday, the 20th October.

For AMOY & MANILA—Per Kub, at 11 a.m., on Thursday, the 20th October.

For BABAVIA, SAMARANG, SOURA-BAYA & MACASSAR—Per Tjipanas, at 3 p.m., on Friday, the 21st October.

For MANILA, THURSDAY ISLAND, COOKTOWN, GAIRES, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE & PERTH—Per Yawata Maru, at 3 p.m., on Friday, the 21st October.

For MANILA—Per Kub, at 3 p.m., on Friday, the 21st October.

For SHANGHAI & YOKOHAMA—Per Maria Valerie, at 3 p.m., on Friday, the 21st October.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.

The Canadian Pacific Mail Packet Express of China will be despatched on WEDNESDAY, the 19th Oct., with Mail to Shanghai, Japan, United States, Canada, &c., which will be closed as follows:

Registered Matter and Samples at 10 a.m.

Registration, with late fee of 10 cents, up to 10:45 a.m.

Letters at 11 a.m.

Supplementary Mail on board up to the time fixed for departure of the mail.

Extra Postage 10 cents.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr. F. W. Ablett, D. S. T. Knaggs
Capt. and Mrs. W. H. Mrs. H. L. Leubach
Alaia, U.S.A. Mr. A. R. Lewis
Mr. Parbillion Mr. D. Macdonald
Mr. R. D. Boatte Mr. C. Gordon Mackie
Mr. T. E. Bligham Dr. O. Marriott
and child Mr. T. P. Mcaran
Mr. R. J. Birbeck Mr. & Mrs. E. Mulke
Mr. & Mrs. S. Binyon Miss Milton
Mr. W. S. Bissell Mr. and Mrs. E. M.
Mr. C. B. Blair Moon
Mr. & Mrs. R. Boggan Mr. A. G. Newington
and infant Mr. I. E. O'Brien
Mr. E. A. Bonner Dr. E. K. Overend
Mrs. R. W. Borthwick Mr. E. H. Parrish
and child Mrs. J. A. Patric
Mr. W. B. Boyce Mr. and Mrs. T. L.
Mr. L. Broughall Perkins
Mr. C. Bryan Mr. A. H. Pollard
Commander Chaffee Mr. W. T. Puddephat
Mr. W. G. Clark Mr. W. A. Ralton
Mr. T. Clarke Mr. and Mrs. F. O.
Mr. F. T. Colson Ranney
Mr. G. Cunningham Mr. F. S. Raynor
Mr. W. Curtis Dr. L. R. Reel
Mr. F. G. Davies Mr. P. F. Rice
Mrs. J. T. Davies Mr. W. R. Robertson
Mr. F. B. Deacon Mr. N. H. Ruthford
Mr. G. Dean Mr. G. B. Sayer
Mr. W. R. Duryey Mr. R. T. D. Sayle
Mr. & Mrs. Douglas Mr. and Mrs. J. G.
Mr. T. C. Downing Scott and infant
Mr. A. Emerson Mr. C. Skott
Mr. E. Knoll Dr. B. Sleeman
Mr. H. G. Fisher Mr. Gao, Somerville
Dr. A. F. Forster Mrs. A. Somerville
Dr. H. E. Freeman Mr. C. H. Goper
Dr. W. P. Freeman Mr. A. L. Stein
Mr. J. G. Givens Mr. W. M. Stewart
Mr. A. W. Grant Mr. Y. Suganai
Mr. P. D. H. Grant Mr. M. G. C. Tarboux
Mr. H. C. Gray Mr. C. B. Thomas
Count P. L. Grimaud Mr. S. Thomson
Dr. D. E. Hahn Mr. J. Thorncrow
Capt. T. Hall Major and Mrs. H. E.
Mr. J. Hanron Thetherly, U.S.A.
Mr. R. Harding Mr. W. D. Trimmell
Mrs. C. T. Hardy Mr. H. S. Vaughan
Dr. B. H. Hoggan Mr. S. C. Vickers
Mr. J. B. Horder Mr. J. L. Womack
Dr. E. J. Howley Mr. Philip Wolff
Mr. and Mrs. F. G. Mr. and Mrs. C. E.
Hoy Mr. Woolens
Engineer Capt. H. Mr. and Mrs. Gordon
R. N. Wright
Mr. E. Johansson Mr. W. S. Wykes
Mr. F. A. Kastell Mr. Yushida
Dr. V. B. Zan...

PROMPT HOUR.

Mr. E. G. Atkin Mr. H. Jewitt
Mr. Barnes Mr. H. J. Jennings
Mr. Biegman Mr. F. H. Jellings
Mr. and Mrs. Clark Mrs. N. Nicola
Mr. J. T. Colvin Capt. & Mrs. Ribet
Mr. Henry Dougus Mr. R. Robt
Mr. and Mrs. Ewing Mr. Francis W. Shea
Mr. and Mrs. Fisher Mr. and Mrs. Smith
Mr. Jessie George Mr. Vojtsek
Mr. Ringue Mr. Winckel

RINKE'S HOTEL.

Mr. J. C. Caselli Mr. V. Lazebill
Capt. J. M. Crocker Mr. A. C. Macmillan
Mr. F. H. Hamlin Mr. Alfred J. May
Mr. Ernest J. May
Mr. Thomas A. Hamner Mr. R. S. Pierre
Mrs. Jackson & child Mr. G. Pike
Mr. J. Watt Jamieson Mr. Bruce Shepherd
Mr. F. Koenig Mr. O. Steiger
Mrs. Keene Count Wulanski
Mr. C. Kraus Mr. A. Wurmann
Mr. J. C. Leggins

PAKISTAN HOUSE.

Mrs. Alexandra Mr. E. Joseph
Mr. H. H. Beers Mr. K. Monash
Mr. Webb Bowen Mr. H. Newburn
Mr. J. Burke Polkard, Litigation
Mr. D. M. Cameron Oper. Co.
Mrs. J. C. Christman Palmer
Mr. J. C. Cromer Mr. W. T. Parker
Mr. and Mrs. H. E. Drysides Rovira
Mr. R. M. Finkell Mr. H. Ross
Mr. W. G. Goss Mr. W. R. Spratt
Mr. E. Howard Mr. C. Templeman
Mr. M. J. Jacobs Mr. C. A. Warner

THOMAS'S HOTEL.

Mr. D. M. Alister Mr. F. Kashiwakoma
Mr. Brank Mr. J. Kerna
Mr. G. C. Broome Mr. and Mrs. Chiu Man
Mr. H. H. Bowes Mr. H. Newburn
Mr. J. Burke Polkard, Litigation
Mr. D. M. Cameron Oper. Co.
Mrs. J. C. Christman Palmer
Mr. J. C. Cromer Mr. W. T. Parker
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Mr. W. G. Goss Mr. W. R. Spratt
Mr. E. Howard Mr. C. Templeman
Mr. M. J. Jacobs Mr. C. A. Warner

CARLTON HOUSE.

Mr. J. W. Bains Mr. T. Helmets
Mr. T. E. Banks Mr. W. J. Hobbs
Mr. Barker Mr. H. H. Kempf
Mr. H. S. Cheverton Mr. J. L. Roth
Mr. F. D. Day Mr. McLeay
Mr. A. G. Dins Mr. Newson
Mr. E. A. Emery Mr. G. Osborn
Mr. J. B. Emmal Mr. A. J. Skinner
Mr. M. Hall Mr. Veitch
Mr. R. G. Heckford Mr. P. Wehrs
Mr. E. B. Helme Mr. F. O. Zehmann

TEMPERATURE.

HONGKONG, October 18, 1904.
BAROMETER—9 A.M. ... 29.98
Do. 1 P.M. ... 29.96
Do. 4 P.M. ... 29.93

THERMOMETER—9 A.M. ... 77
Do. 1 P.M. ... 78
Do. 4 P.M. ... 78
Do. Maximum ... 80
Do. Minimum over night 78

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNAM, THIBET, COREA AND JAPAN, Entitled to the SOCIETY OF THE MISSION EXCHANGER.

Translated by EDWARD HARPER PARKER
and
Reprinted from THE CHINA REVIEW.
PRICE ONE DOLLAR.

FOR SALE at THE "CHINA MAIL" OFFICE,
5 Wyndham Street, Hongkong.

MAILS BY THE CANADIAN PACIFIC RAILWAY CO.'S PACKET.

The Canadian Pacific Mail Packet Express of China will be despatched on WEDNESDAY, the 19th Oct., with Mail to Shanghai, Japan, United States, Canada, &c., which will be closed as follows:

Registration, with late fee of 10 cents, up to 10:45 a.m.

Letters at 11 a.m.

Supplementary Mail on board up to the time fixed for departure of the mail.

Extra Postage 10 cents.

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